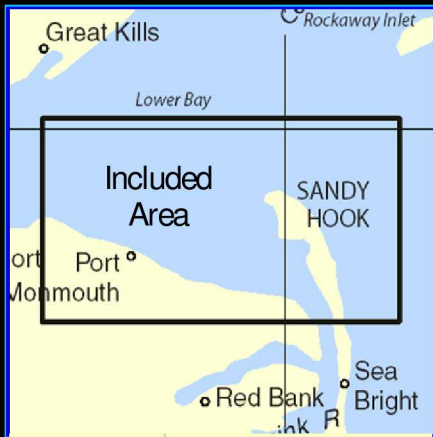


BookletChartTM

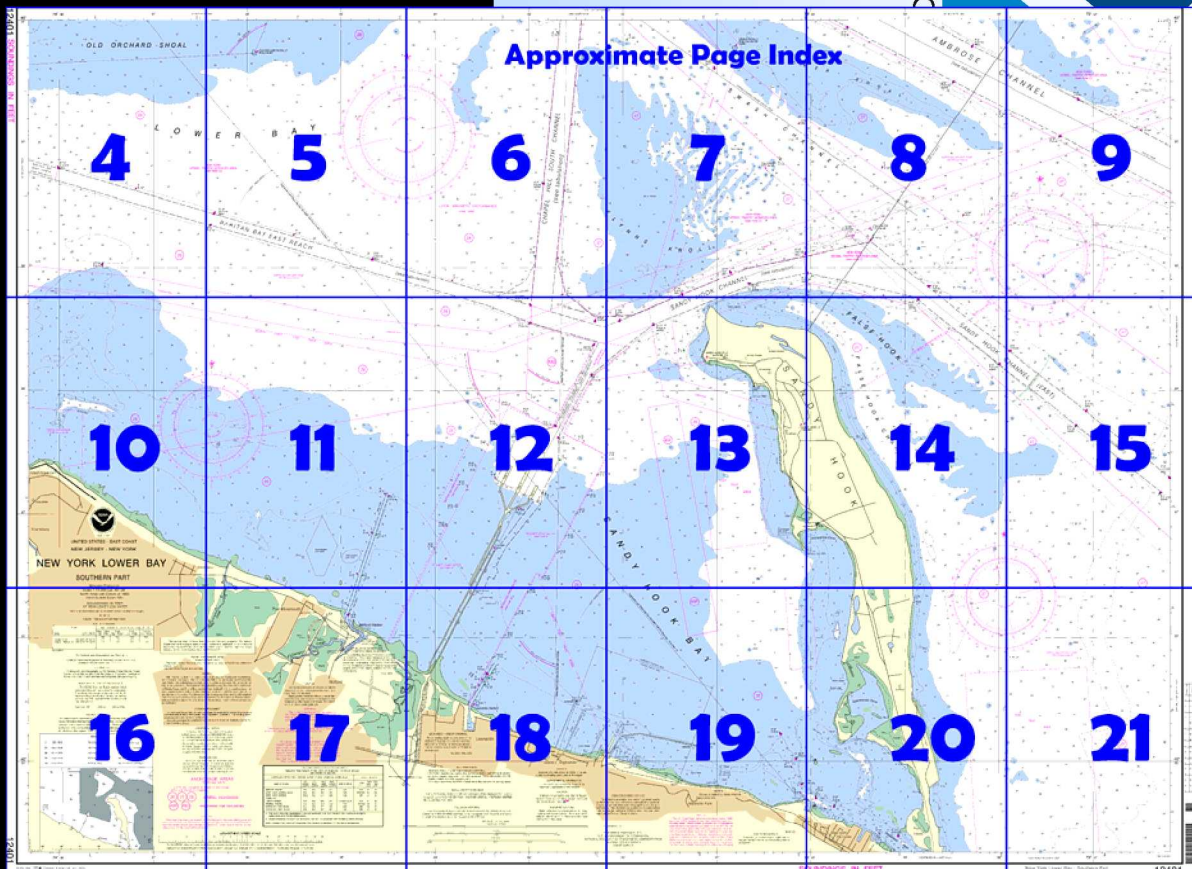
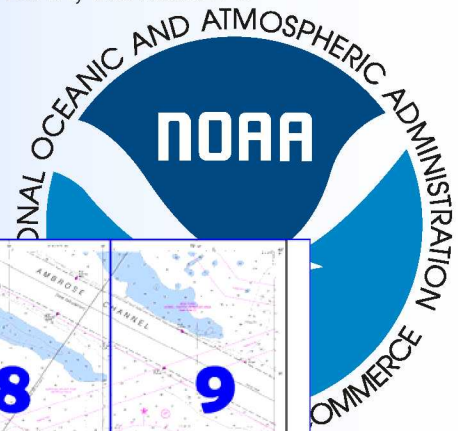
New York Lower Bay - Southern Part

(NOAA Chart 12401)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 11 excerpts]

(11) **Sandy Hook**, the southern entrance point to New York Harbor, is low and sandy. A Coast Guard station, a radar tower, and a radio tower are near the northern extremity of Sandy Hook. The towers and a large green standpipe to the southeast are the most prominent objects on the northern end of Sandy Hook. Southward of the standpipe are several houses and **Sandy Hook Light** (40°27'42"N., 74°00'07"W.), 88 feet above the water and shown from a white stone tower, 85 feet high.

This light, established in 1764, is the oldest in continuous use in the United States.

(12) The most prominent landmark southward of the entrance to New York Harbor is the high wooded ridge forming the **Highlands of Navesink**. A tall condominium on the ridge and a microwave tower at Atlantic Highlands to the west are also prominent. The brownstone

towers of the abandoned Navesink Lighthouse on the easternmost spur of the highlands are 73 feet above the ground and about 246 feet above the water. The northerly tower is octagonal, and the southerly tower is square. A private seasonal light is shown from the northerly tower.

(89) **Lower Bay** is that part of New York Harbor extending from Sandy Hook westward to Raritan River and northward to The Narrows.

(91) **Sandy Hook Channel**, project depth 35 feet, provides a secondary route from the sea to deep water in Lower Bay; it connects with **Raritan Bay Channel**, to the westward, **Chapel Hill Channel** to the north, and **Terminal Channel** to the south. Chapel Hill Channel has a project depth of 30 feet. The entrance to Sandy Hook Channel is marked by Scotland Lighted Horn Buoy S, equipped with a radar beacon (Racon).

(92) **Swash Channel**, a natural buoyed passage between Ambrose Channel and Sandy Hook Channel, has a controlling depth of 18 feet, but care is necessary to avoid spots with a least depth of 13 feet near the sides of the channel and a spot cleared to a depth of 14 feet in about the middle of the channel.

(93) **False Hook Channel**, along and close to the eastern shore of Sandy Hook, joins Sandy Hook Channel eastward of the north end of Sandy Hook. The channel has depths of 9 to over 20 feet. Strangers should not use the channel.

(97) There are five shoal areas in the entrance to New York Harbor which are subject to change in depths and should be avoided by strangers. **False Hook**, off the northeastern side of Sandy Hook, has depths of 4 to 18 feet. **Flynns Knoll**, between Swash, Sandy Hook, and Chapel Hill Channels, has depths of 9 to 18 feet.

(207) **Sandy Hook Bay** is the southern part of Lower Bay, westward of Sandy Hook and eastward of Point Comfort. The bay is an excellent anchorage, the depths of water ranging from 30 feet just inside Sandy Hook to 15 feet near its southern part; the shoaling is gradual and the bottom is good holding ground. In 1983, shoaling to depths of 14 to 17 feet was reported on a line from Sandy Hook Point Obstruction Buoy 1 to the mouth of Shrewsbury River.

(209) **Sandy Hook**, the southern point at the entrance to New York Harbor and the northern point of the New Jersey coast, is low and sandy. The hook, including Plum Island at the mouth of the Shrewsbury River, is part of Gateway National Recreation Area. Large areas of the park are bird nesting areas, and landing is not permitted. A light, **Sandy Hook Coast Guard Station**, a standpipe, a radar tower, and a radio tower on the north end of Sandy Hook are prominent. The area around Sandy Hook is changeable and subject to severe shoaling; extreme caution is advised.

Supplies

(217) Gasoline, lubricants, marine supplies, and provisions can be obtained at most of the towns along the shores of the Shrewsbury and Navesink Rivers.

(234) **Atlantic Highlands** is a town on the south side of Sandy Hook Bay about 2 miles west of Sandy Hook. A breakwater, marked by a light at its eastern end, forms an anchorage basin. In March 1981, depths of ½ foot to 6 feet were available in the basin. The entrance to the basin is marked by a private 270° lighted range. Small-craft facilities in the basin can provide berths, electricity, gasoline, diesel fuel, water, ice, storage, marine supplies, launching ramps, and hull and engine repair; mobile lifts up to 40 tons are available. The basin is used by numerous pleasure and party fishing craft. Numerous piles and ruins of former wharves are westward of the basin.

(235) **Terminal Channel**, entered from Sandy Hook Channel about 1 mile west-southwestward of Sandy Hook, leads south-southwestward to a turning basin and to two deepwater ammunition handling piers of the U.S. Naval Ammunition Depot at **Leonardo**, N.J., a town on the south side of Sandy Hook Bay. Federal project depth is 35 feet in the channel and turning basin

(241) **Port Monmouth**, a village at the head of Compton Creek, is a shipping point for fresh fish, shellfish, and inedible animal products. Several private landings and a town landing are available.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

NOTE B
Channel is marked by private seasonal buoys or markers.

Corrected through NM Oct. 31/09
Corrected through LNM Oct. 20/09

Mercator Projection
Scale 1:15,000 at Lat. 40°28'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.388" northward and 1.502" eastward to agree with this chart.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz


CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 
Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.


NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2&3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.


Additional information can be obtained at nauticalcharts.noaa.gov.


SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).


AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.


LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been reported in the vicinity of Latitude 40°29.6'N. Longitude 74°04.2'W.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: 

FISH TRAP AREAS
Boundary lines of the fish trap areas are shown thus: 
CAUTION - Mariners are warned that numerous stakes and fishing structures some submerged, may exist in the fish trap areas. Some structures are not charted unless known to be permanent.
Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

PLANE COORDINATE GRID
(based on NAD 1927)
The New Jersey State Grid is indicated by ticks at 5,000 foot intervals shown thus: 
The last three digits are omitted.

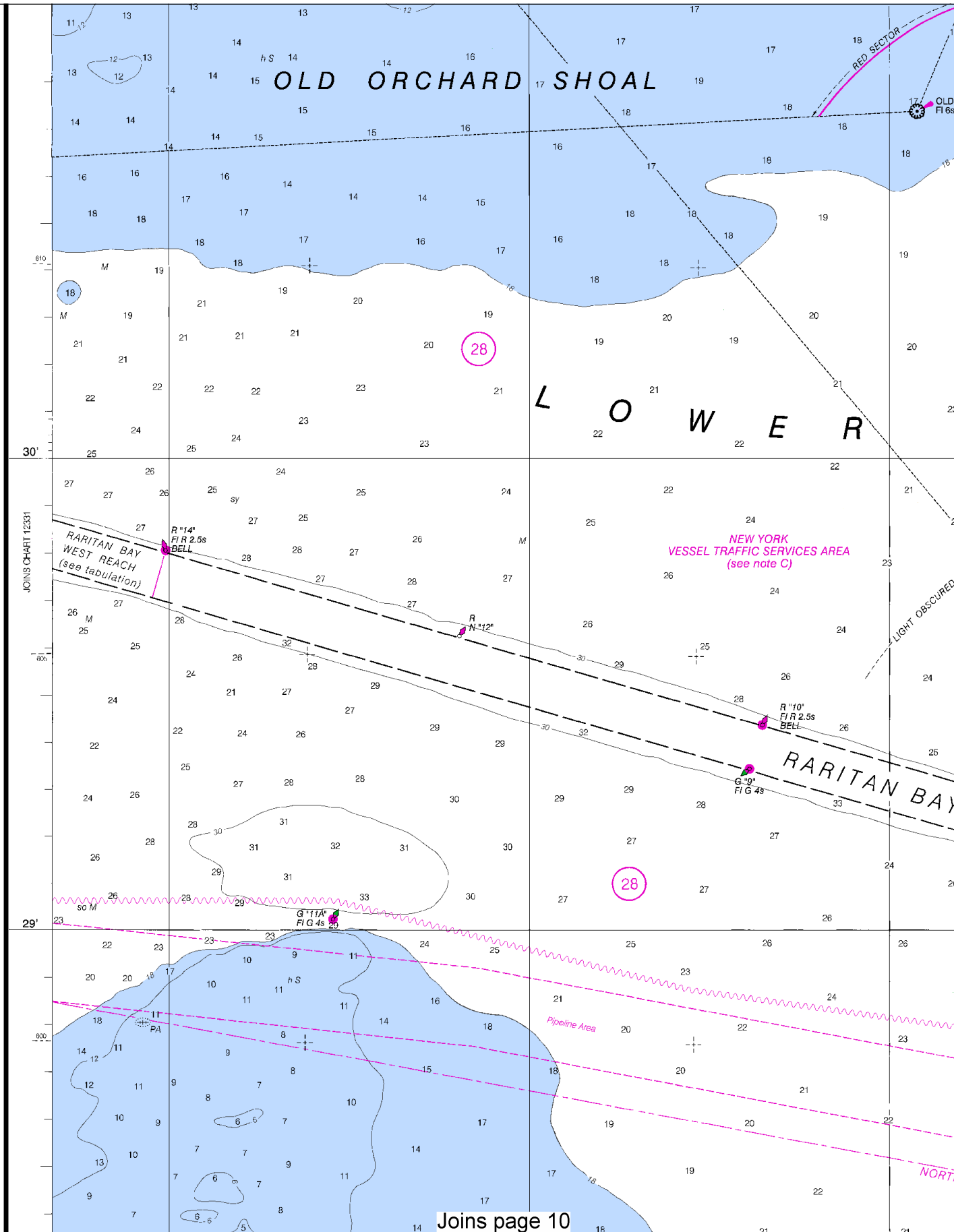
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

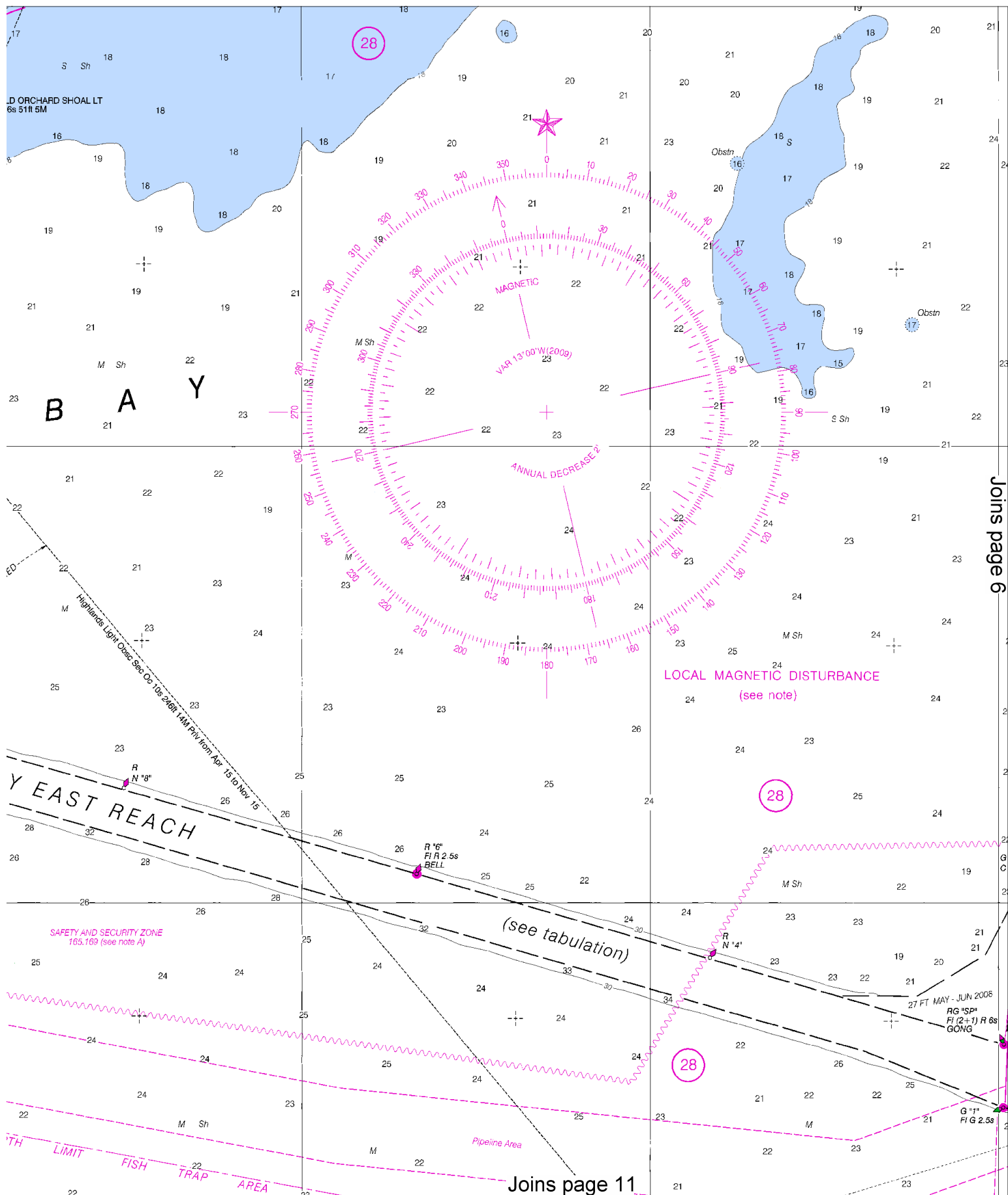
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ACKNOWLEDGEMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the United States Power Squadron, District 4, in continually providing essential information for revising this chart.
Also acknowledged is assistance provided by the Maritime Authority for the Port of New York/New Jersey.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.





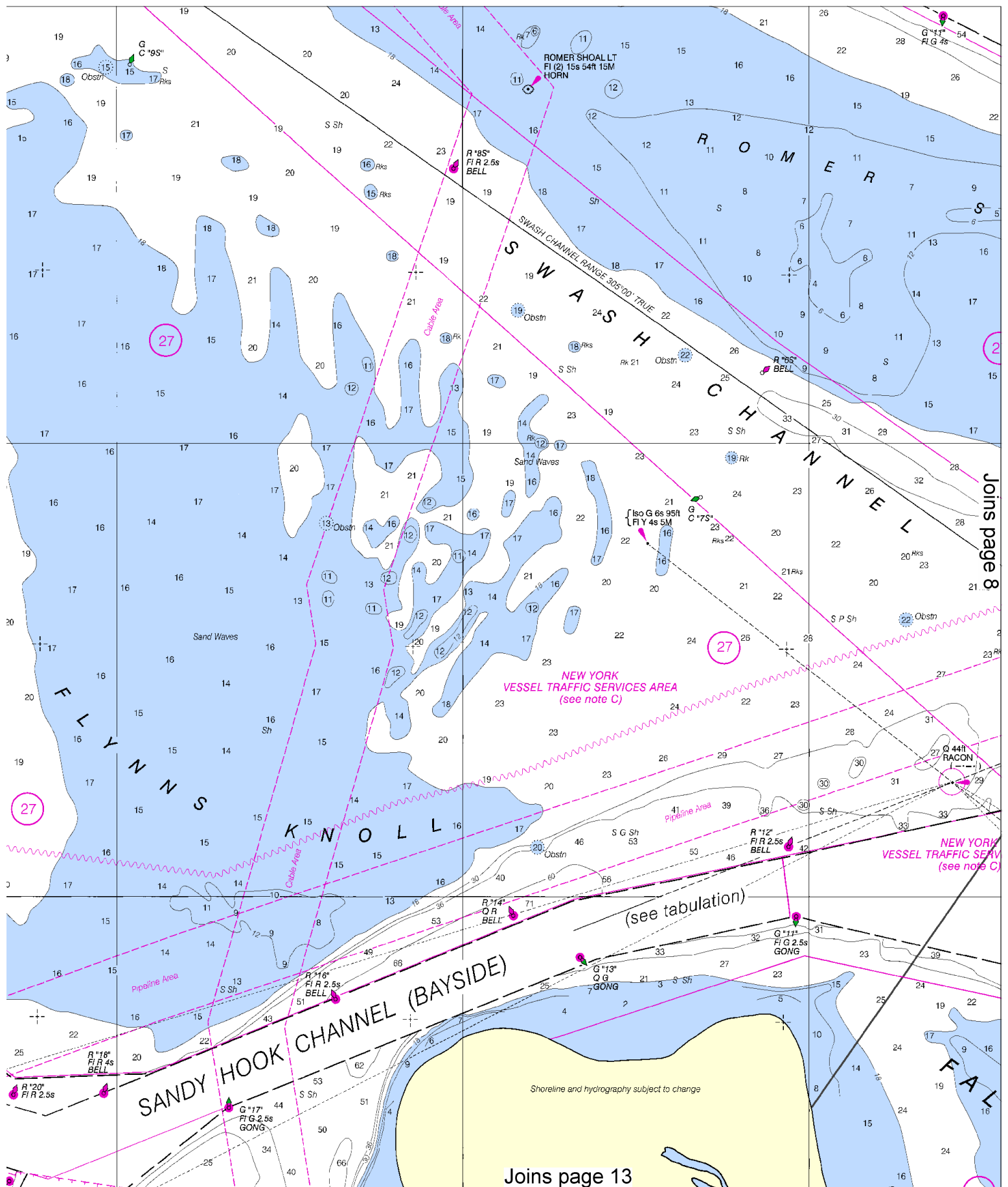
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Joins page 12

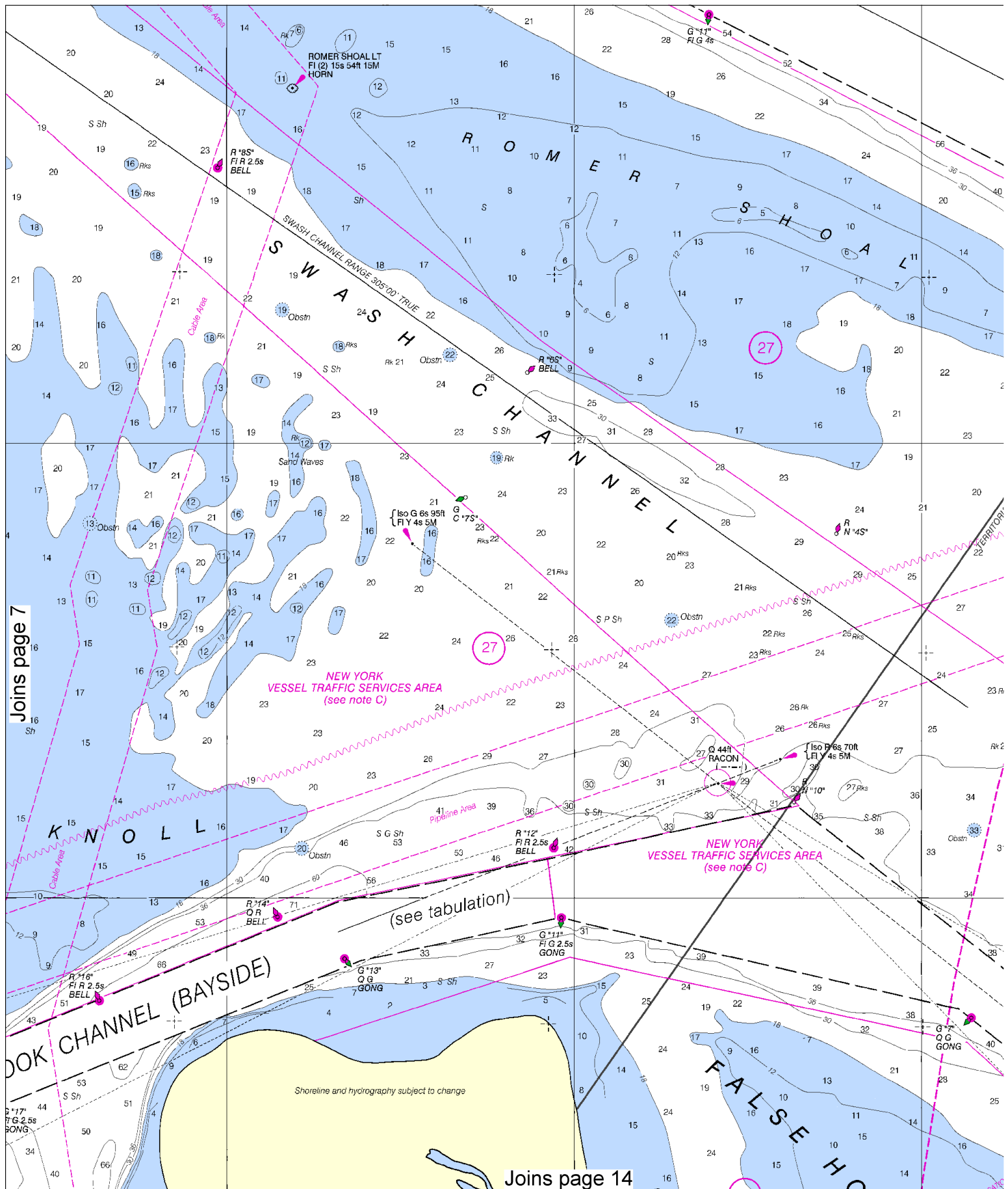
See Note on page 5.

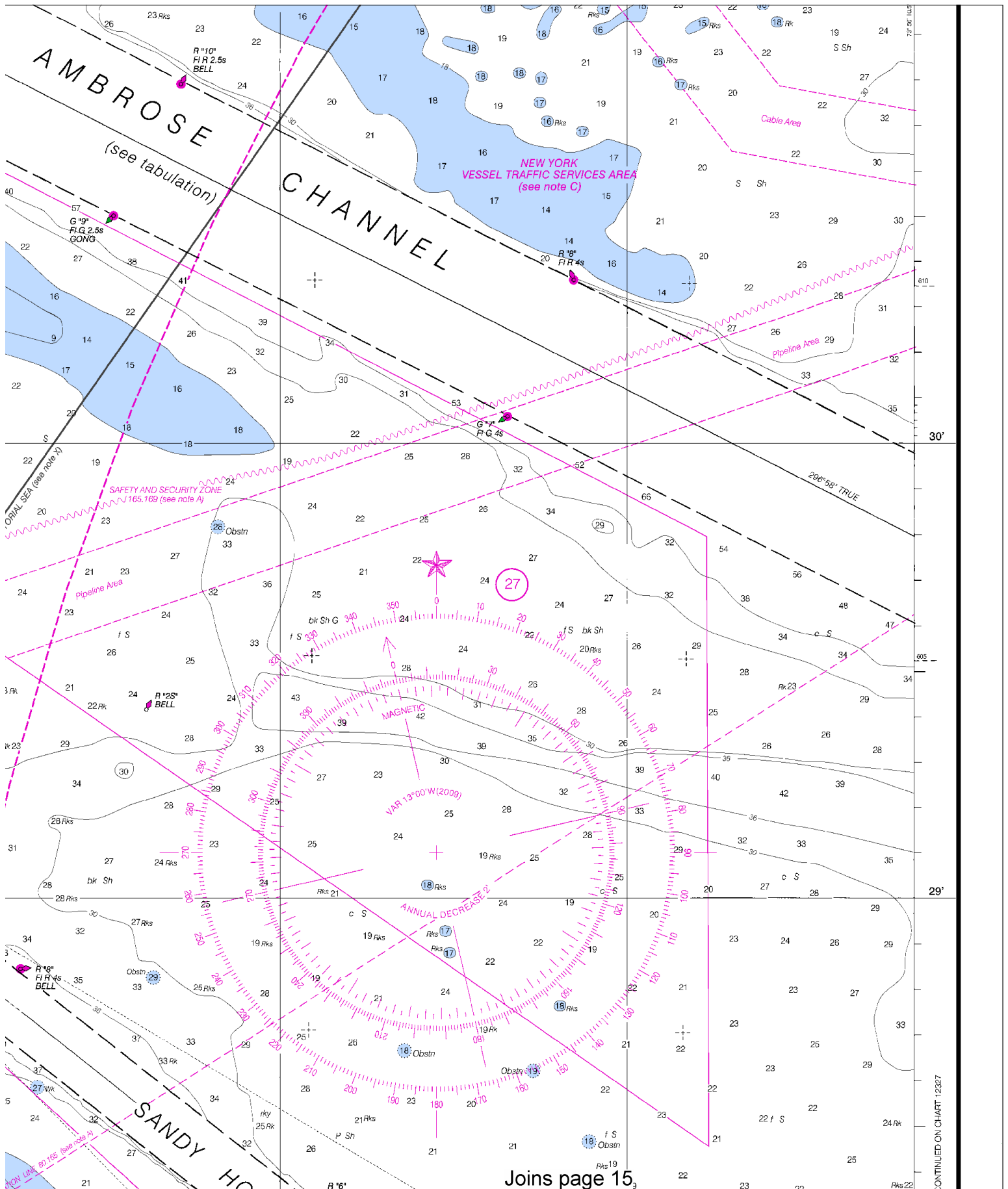
The image shows a horizontal scale bar with two units of measurement. The top scale is labeled "Nautical Miles" and ranges from -1 to 1, with major tick marks at -1, 0, and 1. The bottom scale is labeled "Yards" and ranges from -500 to 1500, with major tick marks at -500, 0, 500, 1000, and 1500. The zero point of the Nautical Miles scale is aligned with the zero point of the Yards scale.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.





This nautical chart, titled "NEW YORK LOWER BAY SOUTHERN PART", is a detailed navigational aid for the southern portion of New York Lower Bay. The chart is published by the United States Coast and Geodetic Survey (USCGS) and the National Oceanic and Atmospheric Administration (NOAA), with the text "THE NATION'S CHARTMAKER SINCE 1807". It is a Mercator Projection chart with a scale of 1:15,000 at latitude 40°28'.

The chart displays the following features:

- Geographic Labels:** "POINT COMFORT", "STANDPIPE", "Keansburg", "Ideal Beach", "Marsh", and "Creek".
- Depth Soundings:** Numerous numerical soundings in fathoms are scattered throughout the bay, ranging from 1 to 25.
- Coastal Features:** The shoreline is depicted with a green area representing marshland and a yellow area representing the beach. "Subm. groins" are marked along the coast.
- Navigational Aids:** A prominent pink star symbol is located in the upper right quadrant. A pink circle with the number "28" is also visible. A pink line with a cross-tick symbol is labeled "MAGNETIC".
- Chart Details:** The chart includes a title block at the bottom center with the text "NEW YORK LOWER BAY SOUTHERN PART". It also features a compass rose indicating "VAR 13°00' W (2005)" and "ANNUAL DECREASE 5".

The chart is a standard nautical chart used for navigation, showing depth, soundings, and coastal features. It is a Mercator Projection chart with a scale of 1:15,000 at latitude 40°28'.

NORTH

28'

27'

4 SPECIAL ANCHORAGE
110.1, 110.60 (see note A)

POINT COMFORT

STANDSIDE

Keansburg



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW JERSEY - NEW YORK

NEW YORK LOWER BAY

SOUTHERN PART

Mercator Projection
Scale 1:15,000 at Lat. 40°28'

Joins page 16

Printed at reduced scale.

~~SCALE 1:15,000~~
Nautical Miles

See Note on page 5.

SALE 1.15,0
Nautical Miles

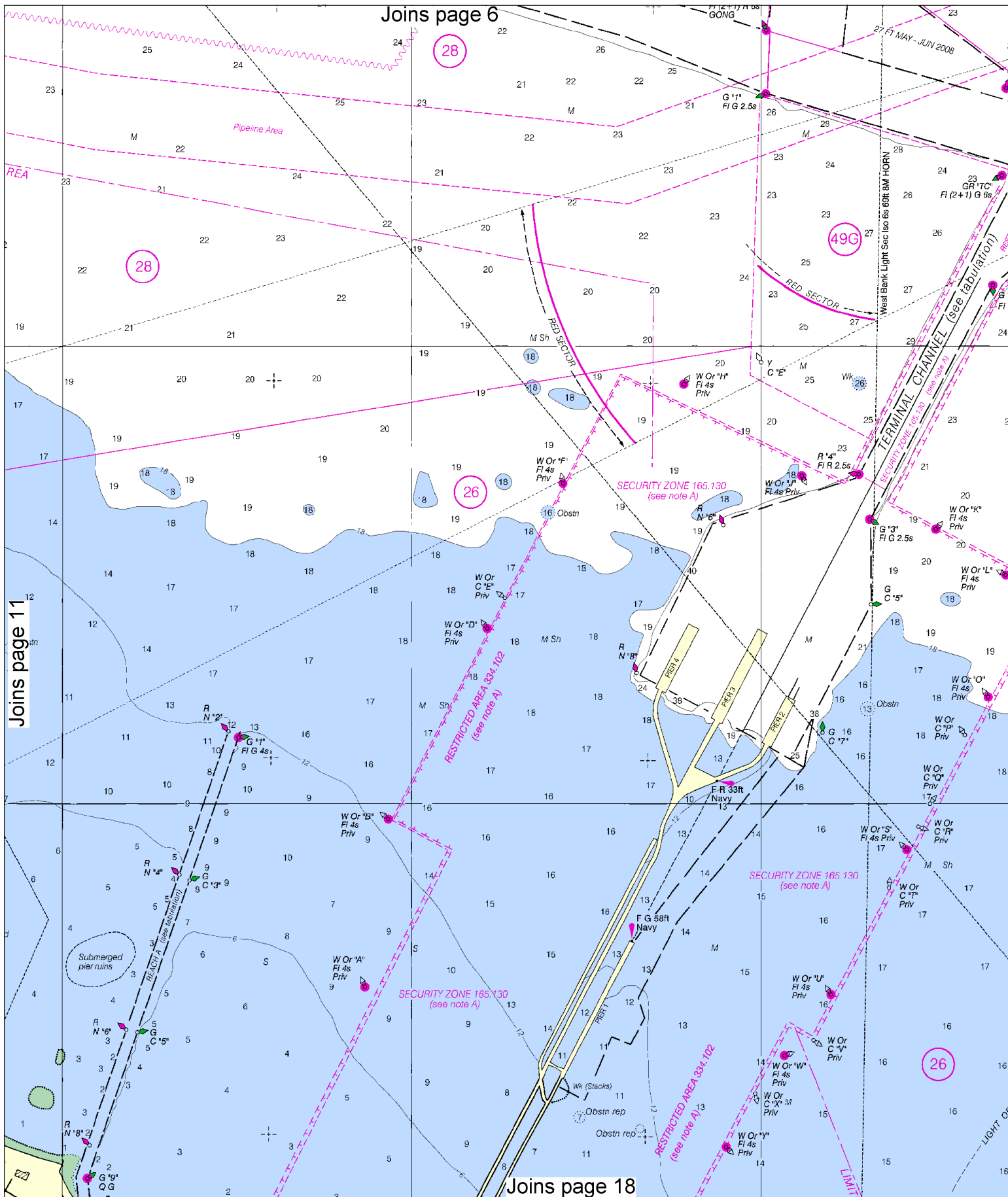
Yards

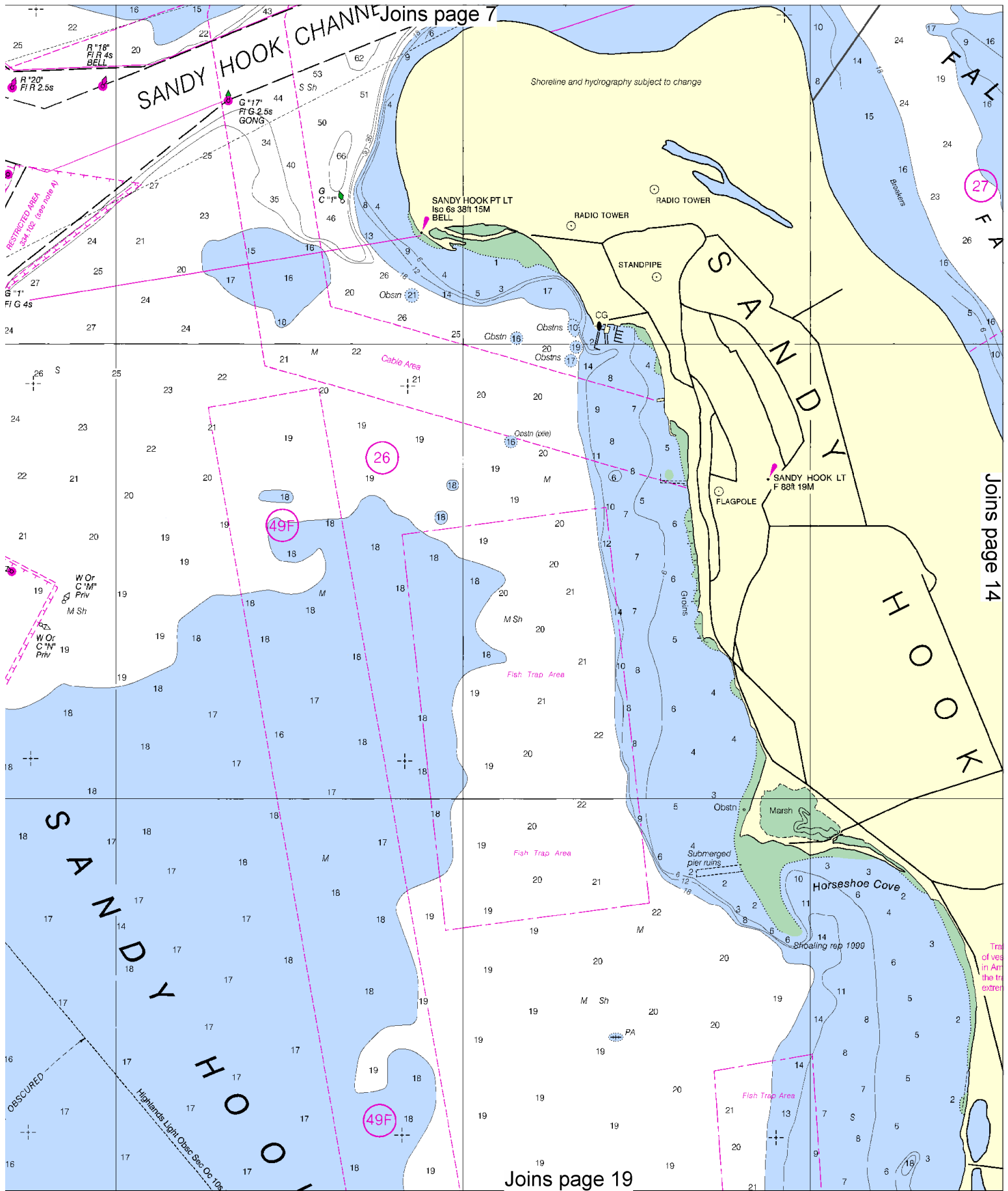
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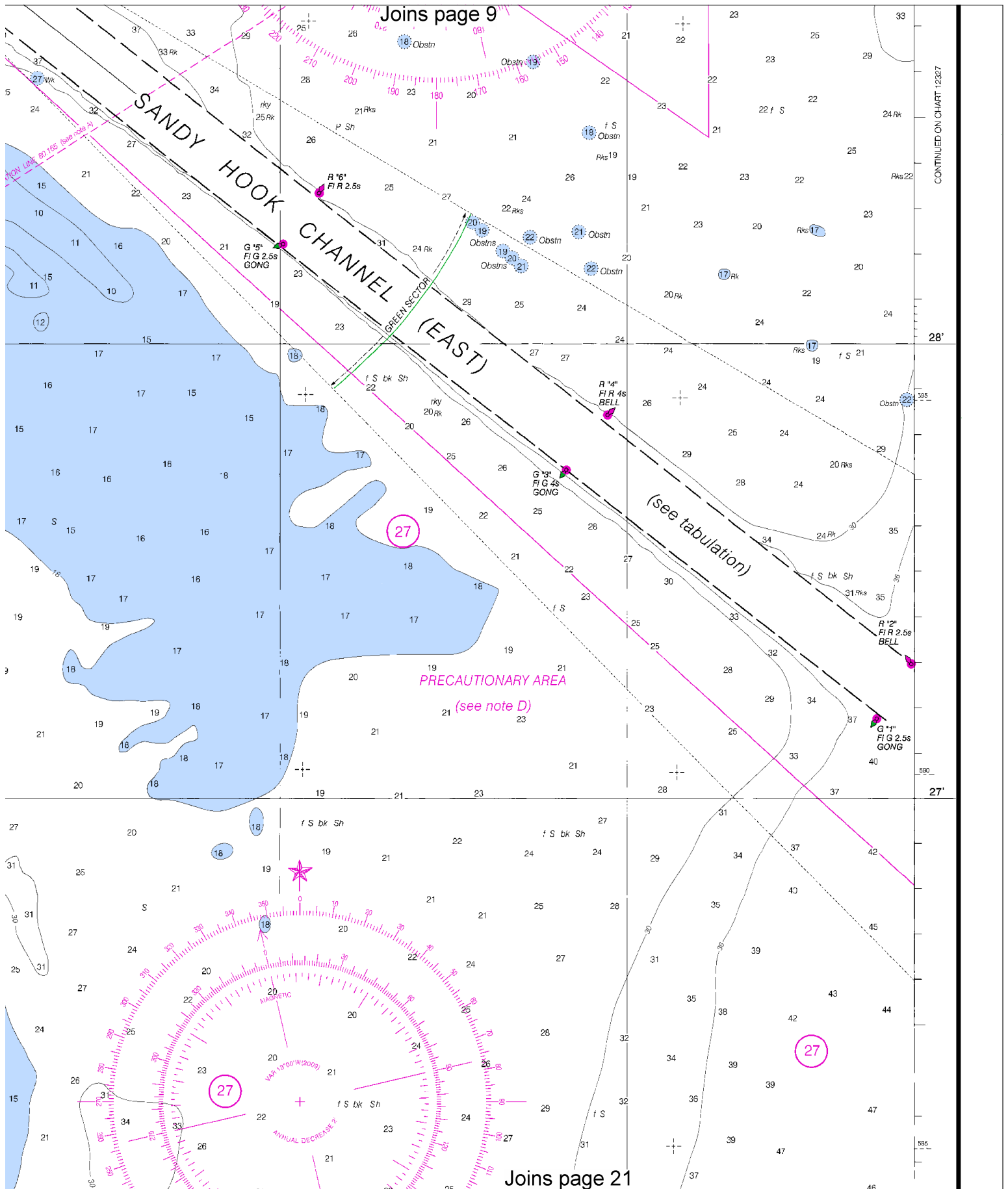
RECEIVED

11





Joins page 9



CONTINUED ON CHART 12327

Joins page 21

NEW YORK LOWER BAY

SOUTHERN PART

Mercator Projection
Scale 1:15,000 at Lat. 40°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Sandy Hook Atlantic Highlands	40°28'N/74°01'W	feet 5.2	feet 4.9	feet 0.2
	40°25'N/74°02'W	5.2	4.9	0.2

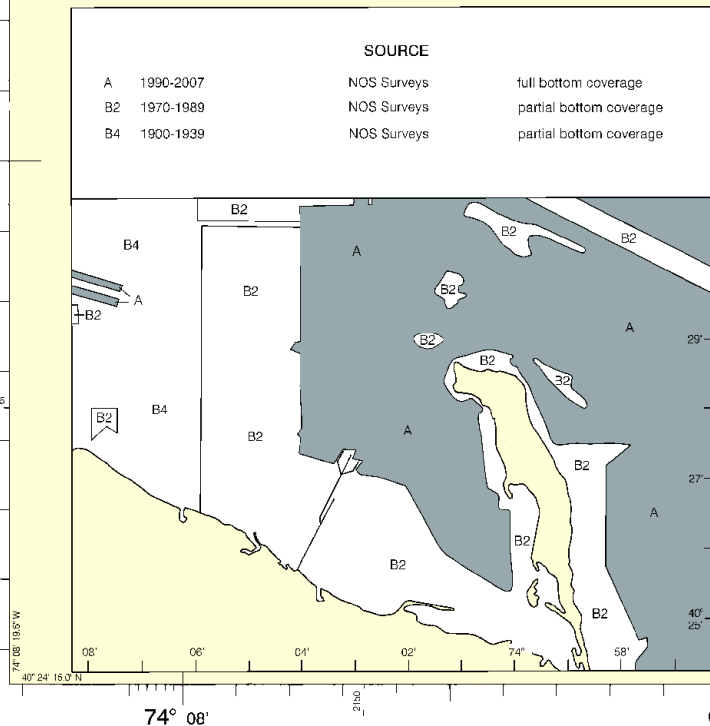
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Sep 2009)

SOURCE DIAGRAM

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SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



PLANE COORDINATE GRID (based on NAD 1927)

The New Jersey State Grid is indicated by ticks at 5,000 foot intervals shown thus: ---
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NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

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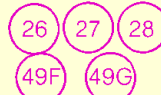
NOAA WEATHER RADIO BROADCASTS

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New York, NY KWO-35 162.550 MHz

ANCHORAGE AREAS 110.155 (see note A)

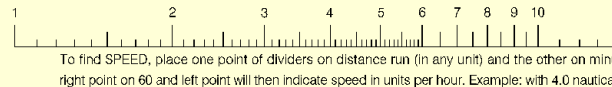
Limits and assigned numbers of anchorage areas are shown in magenta.



GENERAL ANCHORAGES

ANCHORAGE FOR EXPLOSIVES

LOGARITHMIC SPEED SCALE



10th Ed., Oct. / 09 ■ Corrected through NM Oct. 31/09
Corrected through LNM Oct. 20/09

12401

CAUTION

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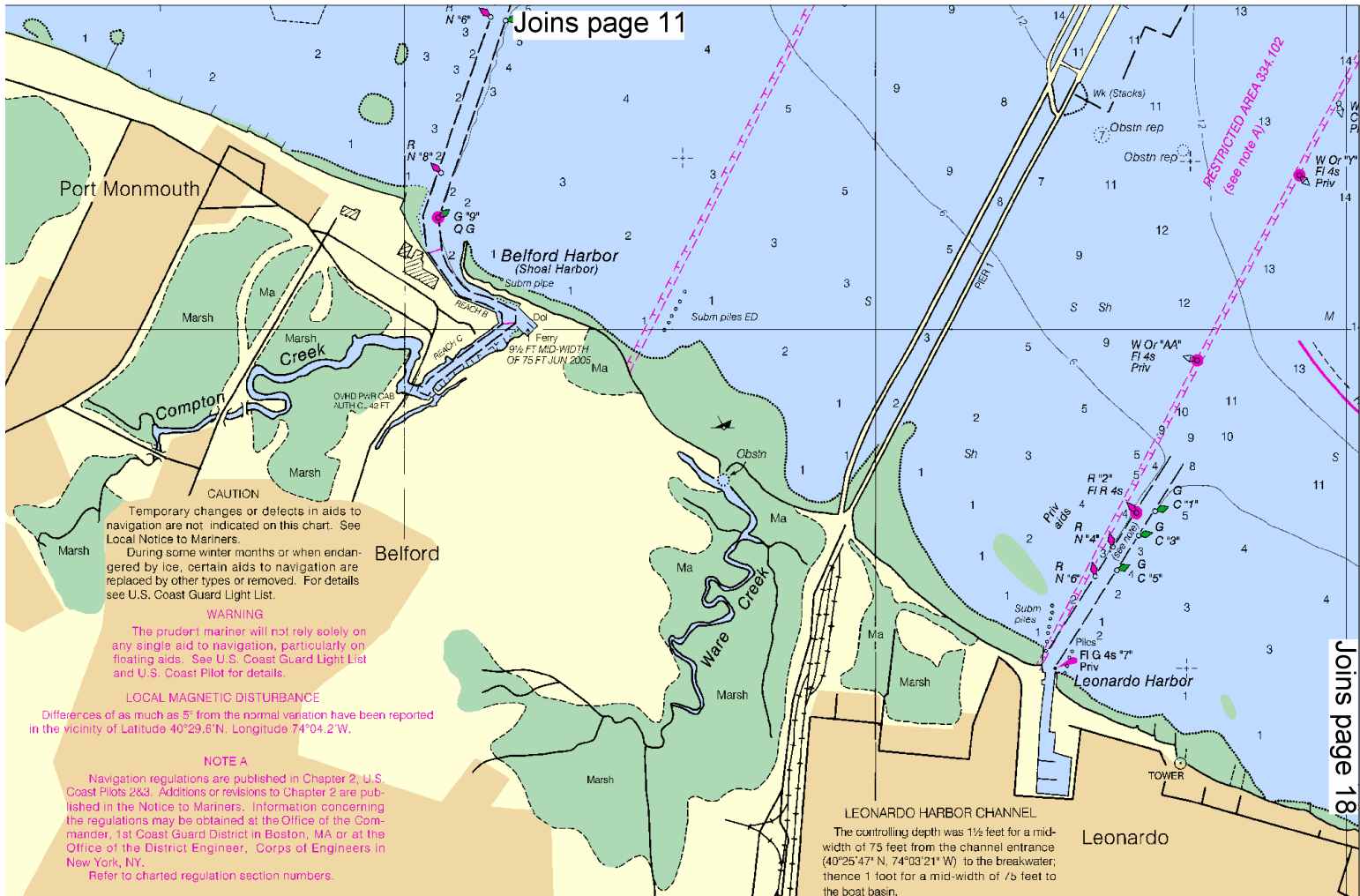


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





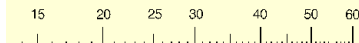
LOWER BAY, CHAPEL HILL AND RHARTAN BAY CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009 AND SURVEYS TO SEP 2009									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)	
LOWER BAY:									
AMBROSE CHANNEL	39.9	45.9	45.8	41.7	4-03	2000	9.2	45	
SANDY HOOK CHANNEL (EAST)	35.8	40.9	37.5	35.2	8-08; 9-09	A800-2150	3.5	A35	
SANDY HOOK CHANNEL (BAYSIDE)	30.7	39.1	37.8	31.6	8-08; 9-09	900	2.4	35	
TERMINAL CHANNEL	45.0	45.0	45.0	45.0	12-02	400-1050	0.8	B45	
CHAPEL HILL:									
SOUTH CHANNEL (C)	28.0	28.8	29.7	21.5	6-08; 6-08	1000	2.7	30	
RHARTAN BAY:									
EAST REACH	33.3	38.2	37.6	33.5	5-09	600	3.9	35	
WEST REACH	32.3	39.7	39.5	32.5	5-09	600	2.4	35	

A. THE NAVAL FACILITIES ENGINEERING COMMAND MAINTAINS A 45 FOOT PROJECT FOR A WIDTH OF 600 FEET IN SANDY HOOK CHANNEL (EAST) TO THE TURNING BASIN.
B. FEDERAL PROJECT DEPTH IS 45 FEET IN THE CHANNEL AND TURNING BASIN EXCEPT AROUND PIERS 2 AND 3 WHERE THE PROJECT DEPTH IS 35 FEET.
C. SPORADIC SHOAL OBSTRUCTIONS EXIST WITHIN THE CHANNEL BUT ARE NOT CHARTED. CONSULT CORPS OF ENGINEERS FOR LOCATION OF OBSTRUCTIONS.

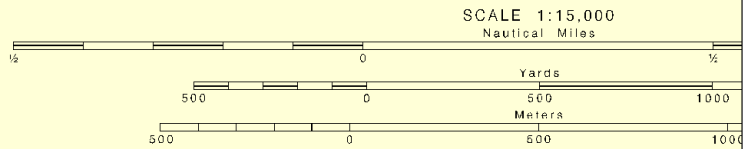
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SHOAL HARBOR AND COMPTON CREEK CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2009									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)		
REACH A	7.3	8.3	2.2	5-09	150	1.09	12		
REACH B		A7.6		5-09	150-75	0.18	12		
REACH C		A2.0		5-09	75-60	0.19	8		

A. 80% OF CHANNEL WIDTH.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



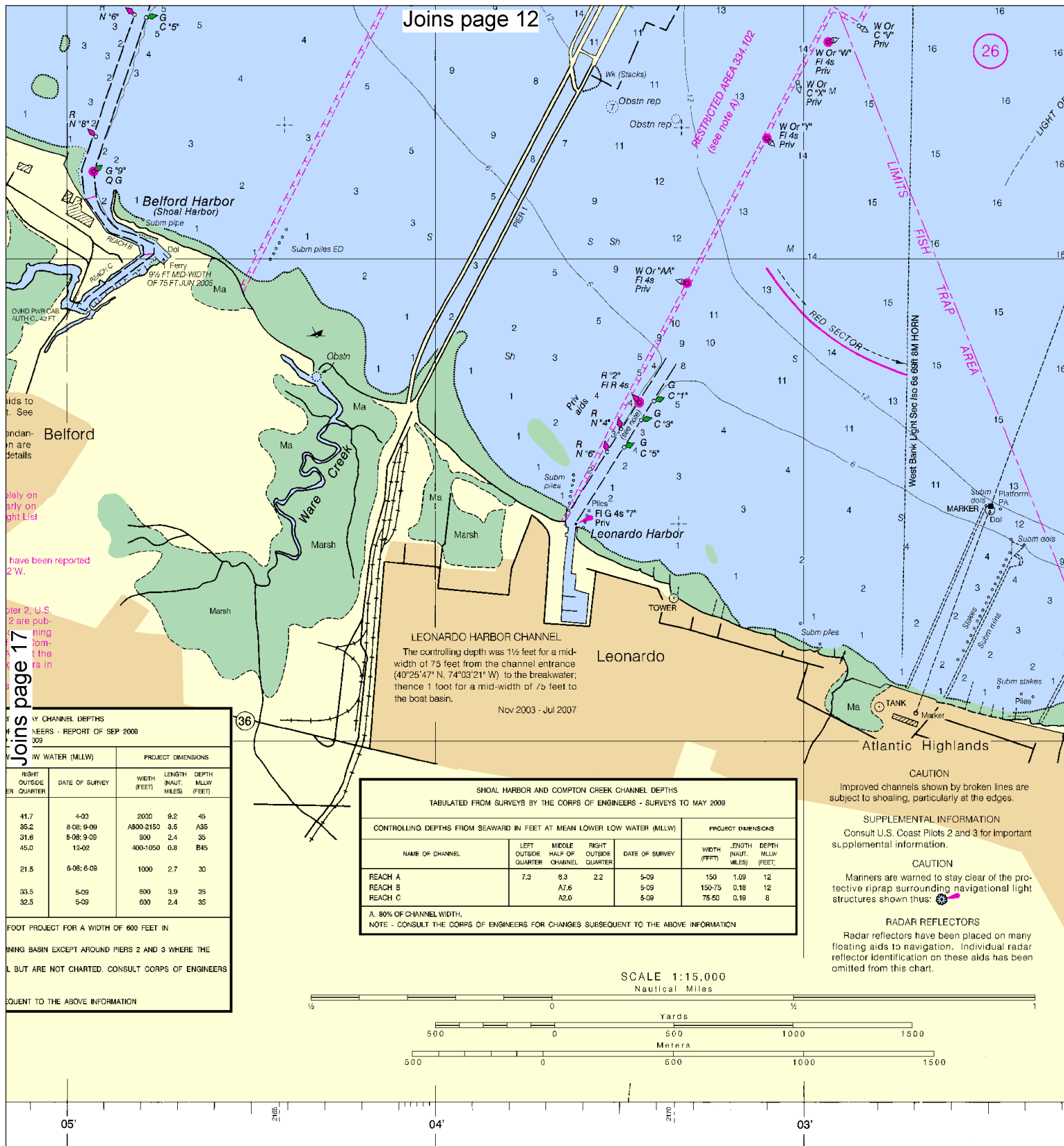
minutes run. Without changing divider spread, place
ical miles run in 15 minutes, the speed is 16.0 knots.



to safe navigation. The National
ins, additions, or comments for
ision (N/CS2), National Ocean
12.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683. <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Pollution Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard if telephone communication is impossible (33 CFR 153).



Joins page 17

CHANNEL DEPTHS				
NEERS - REPORT OF SEP 2009				
LOW WATER (MLLW)				
RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
41.7	4-03	2000	9.2	45
35.2	8-08; 9-09	A800-2150	3.5	A35
31.6	8-08; 9-09	800	2.4	35
45.0	12-02	400-1050	0.8	B45
21.5	6-08; 6-09	1000	2.7	30
33.5	5-09	800	3.9	35
32.5	5-09	600	2.4	35

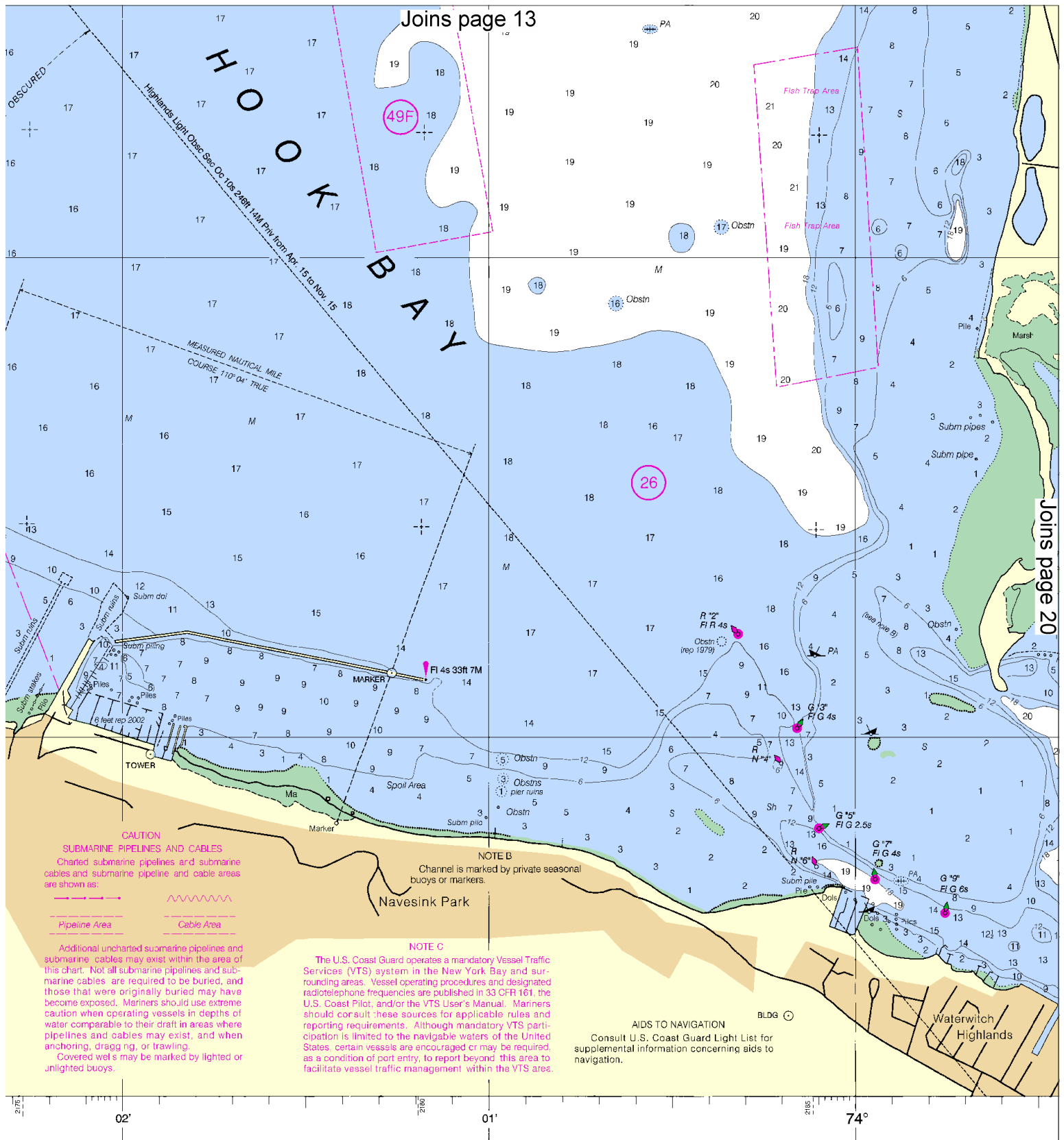
SHOAL HARBOR AND COMPTON CREEK CHANNEL DEPTHS					
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAY 2009					
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)
REACH A	7.3	6.3	2.2	5-09	150
REACH B		A7.6		5-09	150-75
REACH C		A2.0		5-09	75-50

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



at Washington, D.C.
MENT OF COMMERCE
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NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

FISH TRAP AREAS
Boundary lines of the fish trap areas are shown thus: CAUTION - Mariners are warned that numerous stakes and fishing structures some submerged, may exist in the fish trap areas. Some structures are not charted unless known to be permanent.
Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

SOUNDINGS IN

[illegible]

~~SCALE 1:15,000~~
Nautical Miles

See Note on page 5.

FISH TRAP AREAS

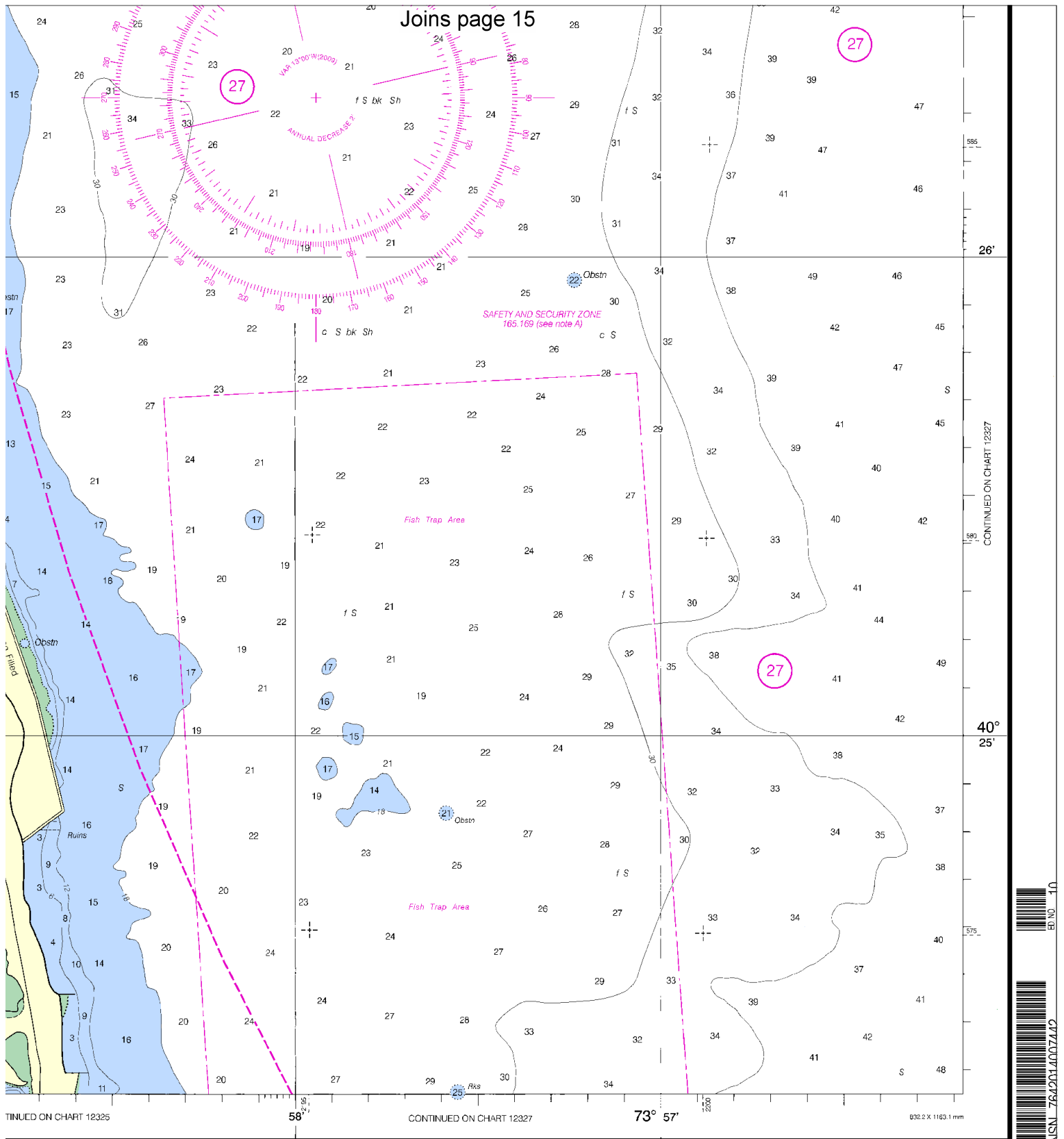
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Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

AIDS TO NAVIGATION
U.S. Coast Guard Light List for
all information concerning aids to

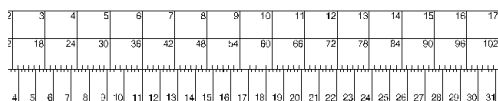
SOUNDINGS IN FEET

FATHOMS	1	2
FEET	6	12
METERS	1	2

Joins page 15



CONTINUED ON CHART 12327



New York Lower Bay - Southern Part
SOUNDINGS IN FEET - SCALE 1:15,000

12401

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Activities NY – 718-354-4120

Coast Guard Sandy Hook – 732-872-3428

New Jersey State Marine Police – 732-899-5050

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.